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CHAMBER & CO.
MAKERS
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PRESERVES
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6, QUEEN'S ROAD.

The China Mail.

St. GEORGE'S
BUILDING
DISS BROS.
Tailors.

ESTABLISHED 1846

No. 1868

號七廿月一十年六零百九千一第

HONGKONG, TUESDAY, NOVEMBER 27, 1906.

日二十月十年六零百九千一第

PRICE, \$8.00 Per Month

SHERRIES.

PALE FINO
Conde de Torres Cabrera ... \$12.00.
DINNER SHERRY:
Conde de Torres Cabrera ... 16.00.
PER CASE OF 1 DOZEN QUARTS.

MAGEWEN, FRICKEL & CO.,
1615 3, DUDDELL STREET.

Intimations.

WHO'S WHO IN THE FAR EAST.

THE
ONLY BOOK OF REFERENCE
WHICH GIVES
BIOGRAPHIES
OF THE
PROMINENT MEN OF
THE FAR EAST
IS NOW ON SALE
Price ... \$10.

FORWARDED TO ANY ADDRESS.

OBTAINABLE FROM THE PUBLISHERS—
8, QUEEN'S ROAD CENTRAL,
HONGKONG.

Hongkong, July 10, 1906.

LOST.

A GOLD CHAIN BRACELET,
with fine Oblong Turquoise, between
Kowloon Wharf and lower Peak Tram
Station or Happy Valley and Robinson
Road.
Finder will be rewarded on returning
same to the "China Mail" Office, 5 Wynd-
ham Street.
Hongkong, November 26, 1906. 2278

WANTED.

A DESK—Cheap.

Apply "M. C."
Care of "China Mail" Office,
Hongkong, November 26, 1906. 2277

THE HONGKONG AND KOWLOON
WHARF & GODOWN COMPANY,
LIMITED.

NOTICE IS HEREBY GIVEN that the
following Goods at present in the
custody of the above named Company will
be sold by PUBLIC AUCTION by Mr. G.
F. LAMBERT, at the Kowloon Godowns
on MONDAY, December 3rd, 1906, at
11 A.M., unless the same are previously
taken delivery of and the charges due to
respect thereof paid.

1 Boiler and Fittings, ex s.s. Hector
stored for account of the Lin Ohow Coal
Mining Co. under Godown Warrant No.
71571.
G.G. 4 Cases Provisions of Suzouia,
arrived 8/3/04.
J.O.S. 127 Cases Condensed Milk ex Java
C.S. arrived 21/7/04.

G & Co.
14
9 cks. ASSORTED WATERBURY
Kintuck arrived 3/12/04.

G & Co. 4 Cases VERMOUTH ex F. R.
Lutpold arrived 1/3/06.

30 Cases WINE ex Socotra
arrived 21/4/06 22623

EDWARD OSBORNE,
Secretary.
Hongkong, November 26, 1906. 2274

HONGKONG ST. ANDREW'S
SOCIETY.

SOOTSMEN are INVITED to SUB-
SCRIBE for ST. ANDREW'S
BALL to be held in the CITY HALL, at
9 P.M. on FRIDAY, 30th inst.
For particulars please apply to
W. ARMSTRONG,
Hon. Secretary,
(c/o BUTTERFIELD & SWIRE),
Hongkong, November 24, 1906. 2248

TUITION.

MR. L. A. DE GRACA has discovered a
New Method which enables him to
teach the MANIPULATION OF HANDS in six
months. Also gives lessons on Violin and
Guitar. Terms moderate. Address 63,
ELGIN STREET.
Hongkong, October 29, 1906. 2094

NOTIFICATION.

TENDERS will be received at the Office
of the Undersigned until 12 o'clock
on SATURDAY, February 10th, 1907, for
the construction of a RECREATION GROUNDS
WHARF 1170 feet in length, containing
approximately one hundred and fifty thou-
sand lineal feet of RECREATION GROUNDS
EXPOSED, and one hundred and eighty
thousand cubic feet of superstructure; four
RECREATION GROUNDS 4 Street Groves
each 300 feet by 100 feet, a Tennis Ground
and other works. Plans, specifications and
other information for those desiring to
tender will be ready on December 10th,
1906.

DAVIS & THOMAS,
Civil Engineers and Architects,
10, THE ARCADE, HONGKONG.
Hongkong, November 23, 1906. 2243

Business Notices.

**INNES' PATENT
METALLIC ZINC POWDER.**
THE RELIABLE PREVENTATIVE
OF CORROSION IN BOILERS.
W. S. BAILEY, Sole Agents.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. POWAN, 2,338 tons, Captain W. A. Valentine.
s.s. FATSHAN, 2,260 tons, Captain R. D. Thomas.
s.s. KINSHAN, 1,995 tons, Captain J. J. Lossin.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted); 9 p.m.
(Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at 2 p.m. Sunday Special Excur-
sions leaving Hongkong at 9.30 a.m. and a Second Departure about 7 p.m.
Departures from Macao to Hongkong on week days at 7.30 a.m. On Saturdays a
Second Departure about 7.30 p.m. On Sundays at 3 p.m. (See Special Express).

Canton-Macao Line.

s.s. LONGSHAN, 219 tons, Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDIA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 688 tons, Captain J. Wilcox.
s.s. NANNING, 689 tons, Captain A. McKinnon.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the —

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

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BEGS to announce that she has REMOVED her DRESSMAKING MILLINERY
ESTABLISHMENT to more Commodious Premises, No. 14, DES VOEUX
ROAD, near Hongkong Hotel.

Madam JAY is offering for Sale MORNING, AFTERNOON and EVENING
GOWNS, below cost, in order to make room for a very large new lot of goods.

Madam JAY also has a splendid lot of goods for Afternoon Gowns, "one gown
in each piece," selling at very low prices. JAPANESE SILK sold by the yard, at
prices below competition in Hongkong. Pending the arrival of her MODISTE from
Paris, MADAM JAY herself will carry on the DRESSMAKING DEPARTMENT.

Hongkong, November 26, 1906. 2278

HOTEL BALTIMORE LATE HOTEL AMERICA

2, WYNDHAM STREET.
A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED
AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS.
EXCELLENT CUISINE. "Three minutes' walk from the Ferry Wharf."
TERMS REASONABLE. Apply to THE MANAGER.

BY SPECIAL ARRANGEMENT

THE BELLE VIEW HOTEL

HAVE SECURED

MR. K. LEVERINGS, HIGH-CLASS
VAUDEVILLE COY.,

FOR
NEXT SATURDAY NIGHT
ONLY.

1st DECEMBER,
Commencing at 8 P.M. Sharp.

Professor DALMAIN (Conjuror & Magician).
H. KANE (Eccentric Comedian).
J. SAWYER (Speciality Dancer).
MASTER K. SKEWTON (Charaping Boy
Soprano).
T. WILLIAMS (Ballad Vocalist).
H. KELLY (Character Comedian).
M. CAREY ("Ooster" Comedian).
J. TAYLOR (B-rijolest).

and
Professor Z. ASHLEY (The Modern Vulcan)
in a Sensational Balancing Act.

WELSH RABBIT AND REPRESENTANTS
at Moderate Charges during the evening.

ADMISSION:
Front Seats 50 Cents.
Back Rows 25 Cents.

BELLE VIEW HOTEL
(Late Hotel Metropole).
Hongkong, November 27, 1906. 2268

FOR SALE OR HIRE

JUST ARRIVED a large Consignment
of ENGLISH MADE BICYCLES, &c.
Monthly payment system can be arranged.

THE EASTERN CYCLE CO.,
No. 3, ARSENAL STREET.
Hongkong, November 15, 1906. 2198

STRAYED OR STOLEN.

FROM A. B. Blocks Military Families,
Hospital, Queen's Road, a BLACK
COCKER SPANIEL BITCH, license No.
1218 and name of owner attached to collar.
Finder will be rewarded on notification
to —
W. H. E. SMITH,
c/o H.M. NAVAL YARD, or
A. B. Blocks, Queen's Road.
Hongkong, November 24, 1906. 2264

DENTAL SURGEON

G. DE PERINDORGE.

DIPLOMA: PARIS.

LATEST IMPROVEMENTS INCLUDING

FORGELAIN FILLINGS,
HOTEL MANSIONS,
HONGKONG, June 1, 1906. 1148

CARLTON HOUSE HOTELS,

No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.

FOR TERMS APPLY TO THE MANAGER.

CHIEF WING & CO.

28 & 29, LEE YUEN STREET (WEST)
HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL

IRON WARE, &c.

THEL GIRDERS AND TEES

ONE RUGGED IRON PIG IRON, &c.
Suitable for
EN. & ENGINEERS AND HOUSE BUILDERS.
1243

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BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.

ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VOEUX ROAD.

LANE, CRAWFORD & CO.

ST. ANDREW'S BALL.

DRESS SHIRTS

\$18.50 THE HALF DOZEN.

WHITE KID GLOVES

\$1.25 PER PAIR.

DRESS TIES

\$1.00 PER DOZEN.

COLLARS

\$4.00 PER DOZEN.

LANE, CRAWFORD & CO.

Hongkong, November 27, 1906. 2040

10 PER CENT DISCOUNT.

IN consequence of the favourable exchange now ruling, we beg to notify our

PAI-ROONS and the PUBLIC GENERALLY, that until further notice,

Our Prices for Wines and Spirits will be reduced 10 per cent,

AS FROM THE 1st NOVEMBER.

H. PRICE & CO.,

WINE & SPIRIT MERCHANTS,
12, QUEEN'S ROAD CENTRAL.

Hongkong, November 15, 1906. 2189

REMINGTON

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WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906. 449

KELLY & WALSH, LTD.

Condition, by Winston Churchill, \$2.50

Sophy of Kravonia, by Anthony Hope 1.75

The White Plumes of Navarre, S.R. 1.75

Crockett ... 1.75

Disenchanted by Pierre Loti ... 1.75

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Hot Grass at Bay by Headon Hill 1.75

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Cheap edition, 2 Vols., 7.50.

THE NEWEST DESIGNS IN "XMAS
CARDS FOR PRIVATE GREETINGS,
RICE PAPER CARDS WITH FIGURE
ENGLISH VERSES,
JAPANESE HAND PAINTED CARDS,
FANCY CALENDARS.

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS,

2835

BALL SEASON, 1906.

FAIRALL & CO

ARE SHOWING

ALL NEWEST NOVELTIES

FOR

BOTH DAY AND EVENING WEAR.

7 & 9, Pedder Street.

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRA.

H. HAYNES, Manager.

VICTORIA DISPENSARY.

WE HAVE JUST RECEIVED A NEW SHIPMENT OF

CONFECTIONERY.

Chocolate Almonds and Creams, Chocolate Biscuits,

Mexican and Milk Chocolate.

PASCALL'S BUTTER SCOTCH AND TOFFEE

RICHMOND MIXTURE BURNED ALMONDS.

Sugared Almonds. Mixed Fruit Pastilles

A LARGE ASSORTMENT OF

CADBURY'S CHOCOLATES IN FANCY BOXES

MEE CHEUNG, PHOTOGRAPHER

(Ice House Lane)

TYPHOON PICTURE POSTCARDS

NOW ON SALE

ALSO THE TYPHOON ALBUM, WITH A COMPLETE

SERIES OF OVER 50 SCENES.

Hongkong, November 27, 1906. 139

GIVING UP BUSINESS.

NO REASONABLE OFFER REFUSED.

GOODS SIMPLY GIVEN AWAY.

GENUINE FINISHING UP OF

LONDON HOUSE.

LAST 3 WEEKS OF SALE

Hongkong, November 1, 1906. 220

W. BREWER & CO.

NEW ADDRESS:

PEDDER STREET—UNDER HONGKONG HOTEL

(ADJOINING MAIN ENTRANCE).

Autobiography and Confession of — The Art and Science of Sail Making

Thomas de Quincey ... \$2.00 by Saddle ... \$2.00

Lang's Orange Fairy Book ... 4.00 The Great Mission to Japan, by

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CHRISTMAS NUMBERS OF THE

ILLUS. PAPERS.

Sporting and Dramatic News, Pears' Annual, &c.

New Volumes of Boys' Own Annual, Chums, Little Folks,

Chatterbox, Sunday, Children's Friend, Prize, Infants'

Magazine, Bo-Peep, Tiny Tots, &c.

V. O. S.

and

EXTRA SPECIAL FINEST

LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE

Caldbeck, Macgregor & Co.,

WINE & SPIRIT MERCHANTS,
15, QUEEN'S ROAD CENTRAL.

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Established over Half-a-Century;

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THE LEADING NEWSPAPER
IN SIAM
And widely circulated in Malaya, Coochin
China, the Straits Settlements,
and Burma.
A DAILY NEWSPAPER, with a weekly Mail
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ADVERTISING RATES. For inch (3 lines),
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A CRUISE FEATURE of the "Bangkok
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the Siamese, in their own tongue without
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ORIKET.**
By J. A. L.
Reprinted from the "CHINA MAIL" in
Pamphlet Form.
To be had at the "CHINA MAIL" Office,
5, Wyndham Street.
Price 50 Cents.

THE ORIGINAL



BOTTLED BY THE
CLIFFORD-WILKINSON
Tansan Mineral Water
Co., Ltd.,
Kobe
THE FAVOURITE MINERAL
WATER.

Per Case of 48 Pints \$8.50
Per Dozen Pints \$1.70
Per Case of 100 Sphincters \$8.50
Per Dozen Sphincters \$1.15

GINGER ALE
Experts Testify That

TANSAN MAKES THE MOST
WHOLESALE AND
PALATABLE
GINGER ALE
IN THE WORLD.

PER CASE 48 PINTS \$7.75
PER DOZEN PINTS 1.55
PER CASE 100 SPHINCTERS 8.50
PER DOZEN SPHINCTERS 1.50

SAMPLES ON APPLICATION
5% DISCOUNT ALLOWED
UNTIL FURTHER NOTICE.

SOLE AGENTS:
H. PRICE & CO.,
Wine and Spirit Merchants,
12, QUEEN'S ROAD CENTRAL.

POWELL'S
GENT'S DEPARTMENT

28, QUEEN'S ROAD.

SMART
**BOWLER
HATS**

\$4.50, \$7.00, \$8.50.

MADE BY
GLYN,
OLD BOND STREET.

POWELL'S
'Opposite the Clock
Tower.'

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LONDON.—J. ALGAR, 11 & 12, Cecil St.
Lombard Street, E.C. CLARKE,
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Snow Hill, Holborn Viaduct, E.C. D. J. KEENE & CO., 1, Whitechapel St.,
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10, 11, 12 New Bridge St., E.C. MILSON &
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PARIS AND EUROPE.—MATHISON,
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Office, 55, West 32nd Street.

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generally.—BLAY & BLAY, San Francisco.

AUSTRALIA, TASMANIA, AND NEW
ZEALAND.—GORDON & GORTON, Melbourne
and Sydney.

DETON.—W. M. SMITH & CO., THE
AMERICAN CO., Colombia.

The
SAVOY,

LIMITED.

WE
WILL
REMAIN

OPEN

TILL 9 p.m.

ON

St Andrew's

Evening.

THE SAVOY, Ltd.

13, QUEEN'S ROAD,
HONGKONG.

THE OVERLAND

CHINA MAIL.

ALL THE NEWS OF THE WEEK.

TELEGRAMS,
LOCAL NEWS,
etc., etc.

THE
BEST PAPER
FOR POSTING TO FRIENDS
AT HOME.

To be obtained at "The China
Mail" Office, 5 Wyndham
Street.

XMAS GIFTS.

JUST received a Large and Fine Assortment of
JAPANESE XMAS AND NEW YEAR
CARDS, AND CALENDARS, &c.
MOST SUITABLE FOR POSTING TO EUROPE.
Prices Very Moderate.
Inspection Solicited.

I. NAKAZAWA,
7, D'AGUILAR STREET,
Hongkong, October 24, 1906.

THE WELDON HOUSE,

LIMITED.
ARE SHOWING
LADIES' JAPANESE EMBROIDERED
MORNING GOWNS AND
JACKETS, HATS (Paris Model) of the
latest fashion, also XMAS GOODS,
including TOM SMITH'S CRACKERS,
TOYS, &c., &c.

Every Convenience in the
DRESSMAKING DEPARTMENT.
HATS re-modelled and made to Order.
INSPECTION CORDIALLY INVITED.
10, D'AGUILAR STREET,
HONGKONG.

Hongkong, November 21, 1906.

S. MOUTRIE & Co.,

LIMITED.

Have established a reputation
of over 11 years as First-
Class PIANO MANU-
FACTURERS and are
now able to supply Pianos
unsurpassed for perfec-
tion of TONE and TOUCH
and they are not affected
by any Climate.

PRICES FROM
\$340.

SOLE AGENTS FOR THE
**LEADING EUROPEAN
MANUFACTURERS.**

S. MOUTRIE & Co., Ltd.
YORK BUILDINGS, CHATER ROAD.
Hongkong, October 9, 1906.



**A. S. WATSON
& Co., Ltd.**

REDUCED

PRICES.

We beg to invite your attention
to our Price List which is
now being sent out. Please
apply for a copy if you
have not already received
one.

THE REDUCED PRICES

which take effect as from
the 15th instant will be
found to compare favour-
ably with those of other
stores in the Colony,
whether European or
Chinese.

WE have also just issued
separately a new Wine List
with prices based on rate
of Exchange now ruling,
reference to which will
show that Substantial
Reductions have been
made.

All Prices are now strictly
net.

A. S. WATSON & CO.,
LIMITED.

Hongkong Dispensary.
Established A.D. 1844.

Deaths.
On November 23, to Mr. and
Mrs. F. M. Brooks of Shanghai, a Son,
Rivley, aged 23, at 18,
Rivley Well Road, Shanghai,
Charles and Edna Rivley, a Son
(infant).

Deaths.
At Kowloon, Devon, on the
20th inst., Thomas Arnold, aged 63.
He was on November 22, at the
Shanghai General Hospital, Kanak Mon-
nick Thomas.

Deaths.
On November 23, at the Ge-
neral Hospital, Shanghai, John L. Arnold,
St. George's.

MEMOR. FOR TO-MORROW.
Meeting.
9 p.m.—Meeting of Ethen Mark Lodge.

General Memoranda.

FRIDAY, November 23.—
2.30 p.m.—Auction of Household Furni-
ture, &c., at Messrs. Hughes & Bough's
Sales Rooms.
3 p.m.—St. Andrew's Ball at City Hall.
Goods per "Andromeda" undelivered after
this date subject to rent.

SATURDAY, December 1.—
2.30 p.m.—Auction of Miscellaneous Ar-
ticles, at Messrs. Hughes & Bough's
Sales Rooms.
9 p.m.—Concert at Belle View Hotel.

MONDAY, December 3.—
9 p.m.—Dance at City Hall.
2.45 p.m.—Lecture at Victoria Hospital.

TUESDAY, December 4.—
2.15 p.m.—Meeting of His Majesty's
Justices of Peace at Magistracy.
6.30 p.m.—Organ Recital in St. John's
Cathedral.

The China Mail.

HONGKONG, TUESDAY, NOVEMBER 27, 1906.

COMPULSORY VOTING.

It is being recognised, in those parts
of the world where manhood or adult
suffrage obtains, that some attempt
should be made to compel electors to
vote. Singularly enough it is in the
more democratic countries that the
electors are most apathetic. In many
of the Australian constituencies forty
per cent. of the persons on the
electoral roll do not trouble to play
their part in the selection of Par-
liamentary representatives. This leads
not infrequently to the election of a
man by a small minority of the per-
sons qualified to vote. Such a member
is not the representative of his con-
stituency in any sense of the word—
he is merely the representative of one
section which is less apathetic than
the others. The unfortunate and
discreditable feature about the whole
thing is that it is the Labour Party
which polls every available vote while
the parties which stand for orderly
progress frequently lose ground
because the electors are too lethargic
to afford material support to con-
didates who hold political opinion
similar to their own. It may be
broadly stated that in the Australian
Senate there is no representation of
the majority at all. That at all events
is the conclusion that is compelled by
an analysis of the figures of the last
general election. In Queensland fifty-
four per cent. of the electors voted, in
New South Wales and Victoria, fifty
per cent., in Tasmania 44 per cent.,
in South Australia, thirty-two per cent.,
and in West Australia twenty-six per
cent. Put in another way, between
forty-two and forty-three per cent. of
the qualified electors of Australia
selected the members of the Upper
House. Consequently the majority,
fifty-seven or fifty-eight per cent., are
not represented. The argument is
frequently advanced that the apathy
of electors brings its own punishment
in that such electors may have to live
under laws which they object to and
which might never have been passed
if they had exercised their prerogative.
That is an extremely short-sighted way
of looking at the question. If indi-
vidual discontent were the greatest evil
that resulted from persons refraining
from voting there would be no need
to consider the advisability of resort-
ing to compulsion. But there is
much more at stake than the com-
fort or discomfort of individuals.
A Parliament in which minority re-
presentatives hold the balance of
power may commit the country to a

policy which will retard its advance
for decades. The naval policy of
Great Britain may be taken as an
example. Suppose that misfortune
willed it that minority representatives
of the anti-militarist persuasion held a
majority in the House of Commons. By
refraining from going on with the
naval building programme they might
so weaken our position as a naval
power that the lee-way could never be
made up. This may seem setting up
an imaginary Aunt Sally for the
pleasure of knocking it down again
but the fact that many publicists in
Great Britain have repeatedly and
openly expressed their disapproval of
the Imperial idea places it within the
bounds of possibility. A good case has
undoubtedly been made out for bring-
ing compulsion to bear upon electors
but much difference of opinion exists
as to the manner in which it is to be
effected. The proposal which finds
most favour is one to make failure to
vote punishable by a fine, increased
with subsequent offences, and ending
with disfranchisement for a number
of years. The latter penalty, however,
would seem a weak kind of punish-
ment for a man who habitually abstained,
from choice, from recording his vote.
A term of imprisonment would better
meet the case. However the system
is worked but the result will undoubt-
edly be beneficial to any country
which adopts it. A Parliament which
represents the majority of qualified
voters is certain to pass wiser and
better legislation than one which
represents merely an aggressive
minority.

Li Kwok Lam, who has been an
official, and is now in business at
Canton, has organized a Company in
order to build a big factory in the
City of Rams for weaving stockings,
cloths and singlets. It is proposed to
build the factory over on Tong Tau, on
the ground which has been
reclaimed. An appeal has been lodged
with the Canton Chamber of Com-
merce in order that permission may
be granted for the new enterprise.
The reply is favourable, and indicates
that the time has come when there
must be co-operation in order to
obtain success, and in the present war
of competition, such co-operation is
the only thing that can save the
situation. Permission therefore has
been granted, and the papers have
been sent on to Peking to the General
Chamber of Commerce there. It
seems, therefore, that the Chinese are
about to enter into competition in the
weaving trade, and, if they do, and
can carry on the work successfully, it
must make a difference to the present
trade with China in these articles of
wear. At present the articles are
imported, and there is a good sale for
them. Yet it is only natural that the
Chinese should sooner or later seek
to manufacture them for themselves,
and apparently the time has come, or
is coming, very near when they will
do so.

Ever since the Boxer Troubles in
1900 the Empress Dowager has had so
much confidence in Yuan Shi Kai,
Viceroy of Chihl Province, the most
important vice-royalty in the Chinese
Empire, that the power vested in him
has been, for the past six years, un-
surpassed even by that of the Emperor
himself. So influential was he indeed,
that all state affairs have been referred
to him for decision. This is, need-
less to say, has incurred the utmost
uneasiness on the part of the Manchu
princes, and as far as reports go, every
means has been resorted to with a
view to stripping the veteran viceroy
of his power. But owing to the fact
that China's whole foreign-drilled army
is under his command, that he con-
trols the China Merchants Steam
Navigation Company and the Tele-
graphs, which are about all the means
of communication throughout the Em-
pire, and that his position affords him
unlimited resources for money, any
step towards withdrawing his power
has been considered detrimental to the
Manchu rulers. This perhaps has
accounted for the retention of his in-
fluence, but if recent reports are true,
Yuan's influence begins to fall.
According to information received by
a native paper, the Throne has ordered

that only two of the six regiments are
to be retained for Yuan Shi Kai, while
the other four are to be under the
command of the Army department
duly created. The six regiments,
which took part in the recent man-
oeuvres, represent all the foreign
drilled soldiers under the command of
Yuan Shi Kai, and this sudden con-
centration means the doing away
gradually with his power. The same
paper states that the China Mer-
chants' fleet and the Telegraphs are to
be restored to the administration of
the Board of Communications. If
these two items are reliable, Yuan Shi
Kai's power will be reduced con-
siderably.

LOCAL AND COAST NEWS.

The Late Thomas Arnold.

The sad news of the death of Mr.
Thomas Arnold, which we publish else-
where, comes as an unwelcome surprise,
as the latest information from Home, was
of the most encouraging nature. Mr.
Arnold went to England, after a long stay
in Hongkong, suffering from heart trouble,
but the change was reported to have had
a most beneficial effect. As an accountant
and as Secretary of the Hongkong and
Macao Steamboat Co., he was well known,
and many friends will be sorry to hear of
his sudden decease. His family will claim
the sympathy of all who knew the de-
ceased.

Threatened Scarcity of Rice.

There is a fear entertained that there
will be a scarcity of rice in the delta this
autumn. It appears that the Governor of
Kwangsi has issued an order prohibiting
the people from exporting any rice for the
present and this has caused the price of rice
to rise. On Friday last the Directors of the
Canton Chamber of Commerce unitedly sent
in a request to the new Viceroy urging that
this order be withdrawn. Indeed so im-
portant is the matter that they requested
in their petition that he send a telegram to
the Governor of Kwang Sai and so relieve
the anxiety of the people.

SOCIAL AND PERSONAL.

Mr. H. I. Harding of the Consular Ser-
vice has been transferred from Shanghai to
Canton. His departure will be a loss to
Shanghai where he has many friends.
These, however, will congratulate him on
his promotion and will follow his career in
the Service with keen interest.

Mr. Ralph E. Balliol, who unsuccessfully
contested West Newington, in the Con-
servative interest in January last, having
relinquished his connection with that con-
stituency, has been unanimously adopted
as the Conservative and Unionist candidate
for the adjoining constituency of Walworth.

The advent of Mr. Edward Branscombe's
Westminster Glee and Concert Party
(from London) who are announced to ap-
pear shortly at the Theatre Royal have the
distinct fascination of presenting to us a
concert of a nature somewhat out of the
ordinary run, at the same time possessing
the charm of the highest plane of artistic
excellence. The salient features in their
programme is the introduction of unac-
panied vocalization in the form of a
charming admixture of the old songs,
madrigals, glees and catches, with ex-
amples of the more melodious of the
modern school of solo ballads. In short, a
popular programme, strictly in the sense
of being just what the people love. It is
moreover promised from artists (men and
boys) of high training and intelligence,
who have made a life study of the art of
part singing. The party consists of four
solo soprano boys, six gentlemen, sup-
ported by the English contralto, Madame
Marie Hooten, and the English tenor, Mr.
Edward Branscombe. A novelty in the
form of a Male Alto Solo is also
promised.

WEATHER REPORT.

The following notice is issued by Mr.
King of the Hongkong Observatory:—

On the 27th at 11.55 a.m.—The barom-
eter has fallen considerably since the 26th
and is now slightly below N. Japan.

A depression has appeared over Man-
churia. It seems to be moving Eastwards
towards the N. part of the Sea of Japan.
The high pressure area is lying over the
Yangtze valley.

Gradients are moderate to rather steep,
and strong monsoon will continue to
prevail in the Formosa Channel and hard
monsoon over the China Sea.

Hongkong Rainfall for the 24 hours end-
ing at 10 a.m. to-day, 0.60 inches.

Forecast for the 24 hours ending at noon
to-morrow.

FORECAST DISTRICT.

1.—Hongkong and Neighbourhood:
N. winds, moderate to fresh; fine.

2.—Formosa Channel: N.E. winds,
strong.

3.—South coast of China between Hong-
kong and Lantau: Same as No. 1.

4.—South coast of China between Hong-
kong and Hainan: Same as No. 1.

The American ship "Ivy" came into
harbour under her own sail on Sunday, and
afforded a picturesque and unusual sight for
those who were about at the time. She
came from Shanghai in ballast.

LAME BACK.

THIS ailment is usually caused by rheu-
matism of the muscles and may be
caused by applying Chamberlain's Pain Balm
two or three times a day and rubbing the
parts vigorously at each application. If this
does not afford relief, bind on a piece of
flannel slightly dampened with Pain Balm,
and quick relief is almost sure to follow.
For sale by all chemists and druggists.

BY TELEGRAPH.

CHANGCHUN JUNCTION.

QUESTION REFERRED TO
ST. PETERSBURG.

(From Our Correspondent.)

SHANGHAI, Nov. 27.

The question of control at the
Junction of the South Manchurian
and Russian railways at Changchun,
which has not yet been settled by the
delegates appointed by Japan and Rus-
sia, has been referred to St. Peters-
burg.

NEUOHWANG.

RETROCESSION ARRANGED.

(From Our Correspondent.)

SHANGHAI, Nov. 27.

Tokyo telegrams state that negotia-
tions for the retrocession of Neu-
chwang to China have been concluded,
and will be effected on December.

ITALY AND GREECE.

BANQUET AT ROME.

Significant Absentees.

(Exclusive Service, supplied by Reuter,
via Bombay.)

London, November 26.

King George of Greece has been
banqueted at the Quirinal—the King of
Italy's modern palace outside Rome—
by King Victor Emmanuel of Italy.
In toasting his guest King Victor
said that the glories of Rome and
Greece, from where all art, science, and
poetry had radiated, were still unfor-
gotten, and that he hoped in the future
that their histories would be united.

King George, in reply, emphasized
the admiration, goodwill and fraternal
feelings which the Greeks had for the
Italian people.
Rumanian, Servian and Bulgarian
representatives received invitations to
be present at the banquet but did not
attend.

THE OLYMPIC SPORTS.

THE NEXT MEETING.

Enormous Arena Proposed.

(Exclusive Service, supplied by Reuter,
via Bombay.)

London, November 26.

The next gathering in connection
with the Olympic Games will be held
in London in 1908.

Proposals are now being considered
therewith and one proposal which is
receiving attention is to build an
enormous arena capable of providing
seating accommodation for 100,000.

(REUTERS SERVICE.)

THE MOROCCO TROUBLE.

French Squadron Provisioning.

London, November 25.

A Division of the French Mediterranean
squadron is provisioning at Toulon in
readiness for emergencies in Morocco.

A Spanish French Agreement.

LATER.

France and Spain have arrived at an
agreement, not yet finally ratified, for
surrendering the present insecurity in
Tangier, by which 1,200 men of each
nationality will be landed. In any case
the French and Spanish naval divisions
will remain at Tangier.

SAN FRANCISCO'S MAYOR.

Arrested For Extortion.

London, November 25.

Mr. Schmitt, the Mayor of San Francisco,
has been arrested in New York, on his
arrival from Europe, on charges of
extortion.

A correspondent describes the city as
rotten with corruption and vice, and full
of thieves and murderers.

The municipal officials, who are all
Labourites, are spending money like water.

Cotton.

London, November 12.

A report of the British Cotton Growing
Association declares that all the cotton
Lancashire requires is capable of being pro-
duced within the Empire.

A Russian Loan.

London, November 13.

It is reported from St. Petersburg that
it is believed in financial circles there that
Count Witte during his European tour
negotiated for a loan of 200,000,000 on the
security of the national railways.

Palmer's Brakes.

Washington, November 14.

Mr. Pullman, President of the Sleeping
Car Company, is being prosecuted on
charges of having given passes to officials of
the Government.

THE "HEU GSHA."

Tribute to Officers.

A Marine Court to enquire into the circumstances of the stranding of the "Heungshan" on September 18 was held at the Harbour Office to-day.

Lieutenant Charles William Beckwith, R. N., (Marine Magistrate) presided and Commander Edward Wirth op. R. N., Captain Harry Gukroger ("Doris"), and Captain Thomas Alexander Mitchell ("Sui-sang") constituted the Court.

A letter from Captain G. F. Morrison, Captain of the "Heungshan," asking for the enquiry, was read.

The President said there were three points to be decided: (1) Was the master justified in anchoring where he did, (2) Was everything done after anchoring to prevent dragging; and (3) After the ship struck was everything done by the Captain and officers to save life and property?

Captain Morrison was called and said—

At 8 a.m. I left Macao, with moderate north-west wind, sea light and cloudy weather. The wind strengthened slightly until 9.30 a.m., when it increased suddenly and carried away the upper awnings. I turned the ship to north-west to enable the crew to ship the typhoon doors and furl the awnings, as the wind and sea were increasing, with frequent squalls from the north-west. At 9.50 I picked up the end of Sauchau bearing east-north-east, distant about 1 1/2 miles. Almost at once I lost sight of it owing to blinding rain accompanying the wind which had increased to typhoon force. I altered course to west and west by south and continued full speed until 10.20 when I anchored. I thought I was then two or three miles off Sauchau. I slowed my engines and let go my starboard anchor with 15 fathoms of chain and then let go the port anchor. I veered away my chain until I had 90 fathoms well outside on the starboard anchor and 75 fathoms on my port anchor; there was about 4 fathoms of water. I tried to help her by steaming ahead on the starboard engine and put the beam hard astern, so as to bring her head up to her anchor.

Owing to one of the lower awnings blowing in away this was useless, as the other awning acted as a huge jib, and at 10.40 I stopped the engines. The Chief Officer was stationed by the wireless carefully watching the cables to see if the dragged. About the same time strong typhoon squalls from the west were encountered. I came to the conclusion that the ship was clear owing to the flood tide beating against the typhoon. The next thing I saw was at 12.10, in the midst of blinding rain, I saw rocks right under the ship—I believe she struck a little time previously. I put the engines full speed astern, but returned the order immediately as I saw she was well on the reef. The Chief Officer, as the Chinese passengers were panic-stricken, volunteered to swim ashore with a heaving line and did so, being badly bruised and knocked about by the heavy surf breaking on the rocks. Ropes were got ashore with the assistance of the second engineer who had then finished his duties in the engine room. Assisted by the Chief Engineer I lashed the passengers ashore with life belts round them. Many were dashed off the ropes on the way ashore but all—excepting two—were rescued by the Chief Officer and the Second Engineer. The two who were drowned jumped overboard before the ropes were fixed for the rescue.

In answer to the President, Captain Morrison said—There were two anchors 25 cwt. and 20 cwt. in weight, with 120 fathoms of chain for each. The anchors were constantly being worked by the Chief Officer and a Chinaman. I imagined I steamed 2 miles west after sighting Sauchau before I anchored. I rode out a typhoon—in the "Heungshan" profusely and had no difficulty owing to another chain, although I had less chain out.

To Commander Wirthrop—When on the reef both cables were afloat, the starboard quarter, the port cable being under the bottom of the ship and taut. After anchoring both cables had an equal strain.

To Captain Gukroger—I had not the slightest idea when leaving Macao that a typhoon was coming. It occurred to me we were in for a north-west gale. I could see no indications of the ship dragging. Mr. Gukroger (Chief Officer) corroborated the Captain's statement and said that when the ship struck the Captain ordered him to take what steps to take to save the passengers and he volunteered to swim ashore with a line. The second engineer afterwards swam ashore and assisted him in getting life-line fixed. He was watching the cables before the ship was dragged and saw nothing to indicate the ship was dragging.

The Chief Engineer (Mr. Johnston) also gave evidence, and said that all watertight doors were closed and as the water still rose in the stowhold, steam was blown off to prevent an explosion.

After some deliberations the Court delivered its finding as follows—We find that the s.s. "Heungshan," Official Number 95,855, of which George Morrison, master mariner, certificate of competency No. 584, N. S. W., was master, left Macao on the 18th September, for Hongkong at 8 a.m., with a general cargo, six Europeans, 543 Chinese passengers and 57 crew. The ship was fully powered and well-found. The weather was cloudy with a moderate north-west breeze; the barometer high and steady. At 9.30 the wind increased by a series of heavy squalls and the sea rapidly rose. The ship was then turned round to north-west to assist in getting the awnings furl and typhoon doors shut. About 9.50 the south end of Sauchau was seen bearing east-north-east, one and a half miles. The wind by this time having increased to typhoon force, accompanied by blinding rain, the ship was then heading about west by south and at about 10.20 the master thought it advisable to anchor. The engines were slowed down and both anchors were let go in a usual manner with 90 and 75 fathoms of chain respectively, well outside the hawse pipes and carefully attended to by the Chief Officer. The engines were worked for a considerable time to enable the

ships head to be brought to the wind, but without success and as the ship was lying on her starboard beam the work was stopped. The Court are of opinion that the master was thoroughly justified in taking into consideration the condition of the sea and the blinding rain; and that after anchoring all due precautions were taken, the chain being carefully watched and no indication given by jerk or otherwise, which would be usual to expect, but that she must have dragged both anchors a distance of about 3 miles; that after the ship took the reef everything was done by the Captain and officers to save life and property, special commendation being due to Mr. Gukroger, the Chief Officer, and Mr. Johnston, the Chief Engineer, in getting ropes ashore through the breaking surf and generally helping to rescue persons who were washed away from the ropes through the heavy surf. We, the Court, are of opinion that it was highly due to exertions of these officers that only two lives were lost, and taking into consideration the abnormal conditions in which the ship was navigated in the Court, absolve the master and officers from all blame. The Court adjourned sine die.

OVERCROWDING.

The Sanitary Board's overcrowding officer, in his monthly report on overcrowding in the city, which was submitted to the Board at to-day's meeting, stated that 20 people had been compelled to leave their houses by the operation of the regulations during the month.

Mr. Hooper was strongly of opinion that the movement of ejected tenants should be watched and noted with a view to ascertaining the economic effect on the Colony.

Mr. Lau Chu Pak inquired—Have any steps been taken to ascertain where the ejected tenants go to.

Dr. Clark—See No. 2 of the cleansing by-laws. The police might assist us in the matter.

PARTNERS OR NOT?

The case between Cheong Lai and Cheong Tsai to recover \$1,000 for false imprisonment came on again at the Summary Jurisdiction Court to-day.

Mr. K. P. H. Lang (of Messrs. Deacons, Looker and Deacon) represented the plaintiff, and Mr. C. F. Dixon (of Mr. John Hastings' office) the defendant.

Mr. Dixon—I have first, my Lord, a technical objection to take to my friend's case of action. I submit he has misnamed his remedy in bringing this action for false imprisonment. If he has any right of action at all it should have been for malicious prosecution.

His Lordship—Malicious prosecution is far harder to prove, as it is necessary to prove malice.

Mr. Dixon—But the action must be for malicious prosecution, not for false imprisonment.

His Lordship—Was an information sworn before the magistrate?

Mr. Dixon—I believe so, my Lord.

His Lordship—It does not say so here, and I directed that the statement of claim should be amended. With regard to the statement of partnership, you yourself at that time said you were partners.

Mr. Dixon—No, I said I was prepared, if you intended taking the action on that date, to admit that we were partners.

His Lordship—You had to, unless you wanted to get into serious trouble. The plaintiff in this case admitted he was a partner.

Mr. Dixon—Yes.

His Lordship—Before the defendant admitted it, now he denies it.

Mr. Dixon—I understood there was never any admission by me, or any one on my behalf, that he was a partner.

His Lordship—He never appeared.

His Lordship—Well, he had better be careful what he says to-day.

Mr. Dixon—As I said to your Lordship before, in this business there are certain branches in which they are, and others in which they are not partners; and, in the certain cases with respect to embezzlement, they were not partners.

His Lordship—In original action 190, on an amended writ, judgment was given against two of them.

Mr. Dixon—My client tells me there was no partnership between himself and the plaintiff with regard to the monies which are the subject matter of this charge of embezzlement.

His Lordship—If you had told me that before I shouldn't have called for an amendment.

Mr. Dixon—I suggested it before.

His Lordship—Perhaps you will say he is not a defendant next?

Mr. Dixon—Apart from that question will you consider the case?

His Lordship—I will consider it and reserve that point.

Mr. Lang submitted he had nothing to prove, but as his Lordship's suggestion the latter denying that plaintiff and defendant were partners in the action.

His Lordship—You've got to prove that. You had better put your client in the box. Mr. Lang—He's not here.

His Lordship—Well, that being the case I'll say Thursday morning.

Mr. Dixon—I should like to raise another point: that is, with reference to my friend having failed to give notice in writing of this intended action for false imprisonment.

His Lordship—I'll consider that, point too. (Mr. Lang might consider these points and you must have your client here on Thursday as there are three things you've got to prove or else you don't get your case.)

Mr. Justice Miles, speaking recently at the Polytechnic, Regent-street, said that all people more than sixty years old should be given an anesthetic and "put to sleep," because they prevented reforms by younger people.

FROM THE ANTILLES.

CHAMBERLAIN'S COUGH REMEDY. BENEFITS A CITY COUNCILMAN. AT KINGSTON, JAMAICA.

THE SWATOW LINE.

PRIDE OF SOUTH CHINA.

The Official Opening Ceremony.

[BY OUR SPECIAL REPRESENTATIVE.]

The present period will surely be known as the railway era in China. After resisting all efforts directed at providing the country with railways for very many years the Chinese at last appear to be waking up to the importance of providing more speedy and improved means of inland communication, and, as in many other instances, now appear to be as anxious to secure as they were before reluctant to accept railways.

In the circumstances the opening of the Swatow-Chao-chow-fu line, being as it is the second railway to be constructed in Southern China, is an event fraught with much importance.

Not only is the Swatow line worthy of special attention on this account but also in view of the fact, to which the Chinese attach great importance, that it is the first railway to be built entirely by Chinese capital. The Yuen-Han line was financed by foreigners and is not yet free of foreign capital, but not so the Swatow line. In this there is not a penny of foreign capital, and the railway was conceived and carried out entirely without aid from the West. These are the principal reasons why the officials responsible for the undertaking feel particularly proud of it, and why they celebrated the opening of the new line at Swatow on Sunday in such a lavish manner.

Not only was the occasion a red letter day in the history of Swatow but a landmark in the records of Southern China, and as such the Chinese spared no effort to mark it. That the opening ceremony was attended with the most signal success there can be no possible question. Chinese officials from all parts of the Two Kwang were present, and of their ability to say to the representatives of the many Foreign Powers who were their guests "This is our work" they were hugely proud. And if they were a little egotistical who is to blame them?

HISTORY OF THE LINE.

To trace the history of the movement which culminated in the building of the Swatow-Chao-chow-fu railway to its inception it is necessary to go back nearly ten years. To a considerable extent the line is the outcome of large-hearted philanthropy. His Excellency Cheung Yung, promoter, concessionaire and chief director of the line, is one of the richest of Chinese merchant princes, having accumulated a fortune running into many millions of dollars in the Straits Settlements and Java. Years ago he decided to spend a considerable part of his wealth in providing his native district of Swatow with a railway, and with that object in view approached the powers at Peking for the concession. The Throne, at that time, looked with disfavour on H. E. Cheung's proposal, and permission to construct the line was refused. Some years after, when the Throne appeared to be more favourable to foreign ideas, he again broached the subject of the Swatow concession. This time it was stated that he first went to the Ministers of the various foreign powers at Peking to try and induce them to lend the weight of their influence to the proposal and this time he was successful, it is believed being backed up by Japan. Whatever truth there is in this latter assertion it is certain that the Japanese had a big interest in the line from the beginning and a very strong claim on the work of construction. They have now carried out the work at a cost of upwards of three million dollars, taking the contract over the heads of one of the most substantial and best known firms in Hongkong who tendered for the construction of the line at \$1,750,000. The well-founded opinion in business circles regarding the above is that the building of the line was secured to the Japanese from the granting of the concession and that the tender mentioned served no more useful purpose than an estimate on which to base the cost of the work. Whatever the circumstances may have been that led up to the securing the contract by the Japanese the line has been rendered an accomplished fact by Japanese engineers backed by Chinese capital and Chinese labour.

THE CONSTRUCTION.

In carrying out the work of construction no serious engineering difficulties were encountered, so that as the building of the line has been extended over a period of two and a half years it has not been rapid. The full length of line is about 30 miles and the whole of the distance is through flat, low-lying and fertile country. In addition it is almost straight the most noticeable curve being at a point where the base of a range of hills has to be skirted, but the detour is a short one and nowhere on the line were any cuttings or bridges necessary. Practically the whole of the 30 miles of rails are laid on an embankment raised less than six feet above the surrounding country and composed of mud and earth scooped out of the water-courses and fields through which the line runs. This appears to be one of the weakest points in the whole system, as it is at present. The embankments are of mud or earth and the ballast is sand. At present it appears to be firm enough but the expert opinion was advanced on Sunday that the embankments without stone ballast and stone binding would never stand the wet season, and unless more substantial ballasting is used there appears to be a very fair chance of washouts and similar accidents later in the season. Also the line is not as well drained as appears to be necessary, but this can be remedied at a small cost. The ballasting question, however, is not nearly so easy of solution. Abundance of stone could be obtained from the neighbouring hills but before it can be touched the Chinese superstitious regarding Yang shui will have to be overcome. At the commencement of the line at Amoy two miles had to be opened a quarry but the

hostility to disturbing the rocks displayed by the natives was so great that the work had to be abandoned for fear of inciting them against the line. The Chinese are well aware that the want of ballast is a weak point in the construction and this representative of the Chamber of Commerce of Peking commented strongly upon the fact, but at present there is no way out of the difficulty.

In another respect the line is not yet completed. The Swatow station is fully a mile and a half from the business part of the town and until the rails are extended right into Swatow the undertaking cannot be regarded as finished. This short stretch, however, presents more engineering difficulties and a proportionately greater outlay than any other section of the line. Two water courses, of considerable dimensions, lay in the way and much valuable property will have to be resumed. The company, however, has already planned for bringing the line into Swatow but first wish to be certain of its financial success.

IMPORTANCE OF THE VENTURE.

From the fertile and prosperous nature of the thickly populated district which the line traverses, added to the fact that it links up the treaty port of Swatow with the Prefecture of Chao-chow-fu, a city with an estimated population of 800,000 inhabitants, an idea of its importance will easily be gathered, and its future prosperity would appear to be assured. Prior to Sunday the cars had been running for eight days and had carried an average of 200 passengers daily, giving an income of about \$500. At present three trains consisting of 14 cars are run each way daily and carry passengers only. There are, however, two spare locomotives and additional trains for passengers and freight and will no doubt be put on when business justifies it. The Company has at present three 54 ton locomotives which were imported from America, and 22 passenger carriages built in Japan. There are also a number of freight trucks and vans which were used in the work of construction but which it is not at present anticipated will be put into commission for some time at least. The rails also were imported from America and are laid on Japanese hard-wood sleepers. There are six railway stations, those at Swatow and Chao-chow-fu being the most important and are also roomy white buildings. At the Swatow end of the line also a good deal of accommodation is provided for the company's staff. The railway Co.'s head offices are in the centre of the business portion of Swatow and are connected with the railway stations by means of a telephone. For the present two Japanese are employed at the terminal stations as station-masters and the engine drivers are all Japanese, but this, it is stated, will only be so while the Chinese are passing through the educational process. So far the natives have treated the line with the greatest tolerance and only on one occasion was serious trouble experienced with them. This was near the village of Am-pou, where the Japanese and people from the village came into conflict and two Japanese were killed. Compensation was paid to the deceased's families after much correspondence with Tokyo and Peking and the matter settled without the outside world knowing much of what had happened.

As already indicated the country through which the railway line passes is densely populated and the people have much business with Swatow and are continually coming and going between the native villages and the treaty port. They are business men and can well afford to travel by rail at the very reasonable rates charged, \$1.25 first class and 50 cents second class for the single journey. Thus a constant flow of passengers is certain, and after the novelty of the thing has worn off and the Chinese have been educated up to railway travel there is every probability that the business will increase to much larger dimensions.

THE CANTON-HANKOW RAILWAY.

Inquiries by the New Viceroy.

Viceroy Chan has been consulting with the Directors of the Canton-Hankow railway about matters which concern the progress of the scheme. He has had a personal interview with Li Shiu Yuen, who was invited to attend the Viceroy at his own yamen.

In the interview it was conceded that the working control and the general management of the line shall be in the hands of the people or their representatives. All that the officials will do will be to see that affairs are conducted according to arrangement and that everything is satisfactory. The officials only want to see that all the funds are properly paid in and used for the purpose to which they have been assigned. This they must do because railways are an important part of governmental development, and will tend to the well-being of the country, and therefore the officials must know that everything is going on right. The Viceroy also has it on his mind to have a meeting between himself and the Directors, and therefore he wants to arrange a place and time when they may come together, and when there can be a general discussion, that all that is being done may be clearly known to the officials and that there may be a complete understanding.

The General Director, Mr. Tsi, has sought an interview with the Viceroy, but it has not yet been arranged. The Director later sent a letter after he had been asked to attend the yamen by telegram, in which he emphatically resigned the directorship. This matter was discussed with Li Shiu Yuen.

The result of the interview is that things are likely to go easier with this, than with the former Viceroy.

GROUP.

CHOW FUNG SHANG'S FAMILY RELEASED.

It may be remembered that owing to the allegations of embezzlement to the extent of close on \$30,000, of the Customs funds by Chow Tung Shang Viceroy Sham Chuan Huan had Chow's family imprisoned. Since the arrival of Chow Fu, who considered that it was unjust for Chow Tung Shang's family to suffer, an order of release has been granted.

A WORD TO TRAVELLERS.

THIS excitement incident to travelling and change of food and water often brings about diarrhoea, and for this reason one should always have a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy. Sold by all chemists and druggists.

THE SANITARY BOARD.

The question of holding the Sanitary Board's meetings at 2.30 p.m. instead of 4.15 was set down for discussion at to-day's meeting.

Mr. Shelton Hooper inquired—I quite agree with the President's proposal.

Mr. Humphreys—2.30 does not suit me, the present time, I should think, much better for all business men.

Hon. Mr. Hewitt—I cannot agree to give up an afternoon to the Sanitary Board's meetings.

Mr. Lau Chu Pak—The change is not convenient.

Hon. Mr. Chatham—The Legislative Council meets at 2.30 p.m. and I think this hour is much more suitable for many reasons than 4.15 p.m. The Board's meetings are only held once a fortnight and should not occupy more than an hour.

THE WATER AGAIN.

The Government Analyst and Government Bacteriologist were again at variance in reports read at to-day's meeting of the Sanitary Board, regarding the water in a well at No. 16 Gage Street.

Mr. F. Brown, Government Analyst, reported that in his opinion the water was fit for potable purposes while Dr. W. Hunter, Government Bacteriologist, declared the sample submitted to him was not potable; the organisms present in the water consisted chiefly of liquefying bacteria and colon bacteria; the bacillus coli being present in numbers of 100 of i. c. of the sample.

Mr. Humphreys inquired—The Bacteriologist says the sample is not potable but he does not say it is dangerous to life. The closing of wells that are not actually dangerous to life is a doubtful expedient in view of the water supply being intermittent during the winter months as the Chinese are compelled to draw supplies from still more contaminated sources, such as pools and polluted nullahs.

Mr. Hewitt—The surroundings of the well were reported to be very unsatisfactory and the water might be contaminated through the soil.

Mr. Lau Chu Pak, agreed with Mr. Humphreys. This was another case in which the authorities did not agree and he wondered what the Bacteriologist would say of the water in the public mains.

The Registrar General—The well should be protected from contamination, by being covered over and provided with a pump.

THE CANTON-HANKOW RAILWAY.

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engine and 14 carriages, and after the official ceremony of throwing the driving lever over was performed by Tsai Kwong the train drew steadily out of the station in charge of a Japanese engine driver amid the applause of the spectators and tremendous fountains of crackers. The band of the "Jaguar" lent for the occasion, provided music en route and the trip was not marred by the slightest delay or hitch. At times coolies who appeared to spell bound with wonder to get off the line had narrow escapes, but they always moved at the last moment and as soon as the train passed in many cases ran up behind the cars and put their hands on the rails or touched them hesitatingly with their feet. Apparently they expected to find the rails hot and were disappointed at not doing so. The station at Am-pou, which is near a large town, was reached after about half an hour's run, and a few minutes' halt was made during which time the band played an appropriate selection. Four other smaller stations were subsequently passed and about an hour and twenty minutes after leaving the Swatow station the 30 miles of line had been covered and Chao-chow-fu reached. Here the party disembarked and strolled towards the town, but were unable to reach it in the period allowed before the train was timed to return. The band played meanwhile and the party having boarded the cars again the return journey was commenced and Swatow was reached without any unwelcome incident.

The country passed through appeared to be in a flourishing condition and splendidly cultivated. The orange groves were laden with fruit, and sugar cane, vegetable, etc., were everywhere abundant and heavily cropped. In one place the line skirts a range of hills but a slight curve avoids any steep gradient and nowhere are bridges, cuttings, or viaducts of any dimensions necessary.

At the Swatow station every preparation was made to receive the guests and in one of the railway buildings the banquet was spread, about 600 covers being laid. His Excellency Cheung Yung Hin presided and the various Foreign Consuls, mercantile representatives and Chinese officials were seated in order of precedence. The "Jaguar" band played selections during the banquet and a very excellent menu was provided.

The subsequent toast list was a very long one and many of the speeches were in Chinese and were not translated. The President of the Chamber of Commerce, Mr. Tsai Kwong, proposed the health of the Company's guests. He said that the day was the anniversary of the Empress Dowager's birthday and in honour of the occasion the railway was being opened. He had long hoped to see a railway between Swatow and Chao-chow-fu. It had been his ambition and he saw it accomplished. (Applause.) After giving twice to Peking he obtained the concession and the Chao-chow-Swatow Railway Company was formed and the railway line built. The company was formed and the railway was being run for the benefit of all concerned. It was a fortunate circumstance, that the line had been completed and the trains were running without any trouble having occurred. He hoped the railway would prove a good thing for the people and officials and that the working of the line would bring honour on all concerned. Mr. (Cheung Yung Hin) was very pleased to see so many representatives of foreign countries present and was specially pleased to have Mr. Kwong and Tsai Shun present from Canton. He hoped the Railway Company would always be progressive and that it would make the whole country progressive. His Excellency also trusted that the Company's undertaking would be successful financially and otherwise, and that through the railway, and others to follow it, China would be developed and make better friends with the foreign nations. (Applause.) The directors extended a hearty welcome to all present and were extremely glad to see such a numerous company. (Applause.)

The British Consul General, Mr. Haussner, responded on behalf of the visitors. He said that he was certain he expressed everyone's feelings when he thanked His Excellency and the Directors of the Railway Co. for the very cordial reception they had received. He wished every success to the Railway Company's undertaking and proposed the health and prosperity of His Excellency and his co-directors. The toast was honoured amid great applause.

Mr. F. Smith next proposed the health of the Hon. the Governor of China. This toast having been honoured several speeches in Chinese were made, and Mr. T. W. Richardson (one of the oldest European residents of Swatow) said that the trip to Chao-chow-fu had been a revelation to him. During all the years he had been at Swatow it had been considered a long trip to Chao-chow-fu, now they could run up there in a little over an hour, and while they were waiting there they could read the papers from neighbouring ports. He congratulated the promoters of the Railway Company on their success and felt sure that it would open up the country and bring about a new degree of prosperity it had never experienced before. (Applause.) The Hankow Railway Co. were to be congratulated on being one of the pioneers of railways in the South. When the desire for railways once seized on the people of China it was wonderful with what celerity it was adopted. He (the speaker) was a fairly old man and he had never expected to live to see the day when the present railway would be built. He was glad to welcome the completion of the line and hoped it would be a pioneer of many others. (Great applause.)

About five o'clock the company dispersed. Throughout the evening Chinese theatricals were in progress and thousands of people from the neighbouring villages watched the performances. The banquet was also the object of much interest to the curious, who crowded round the place on all sides and made so much noise with their laughter and talking that the speeches were only audible to those in the immediate vicinity of the speaker. To mark the occasion of the opening of the railway a new Chinese newspaper was started in Swatow and the first issue yesterday, which was supplied gratis, contained a short account of the previous day's doings. The Chinese in the vicinity of Swatow are progressive people and are said to be much more favourable to foreigners and their doings than are the Cantonese.

Shipping.

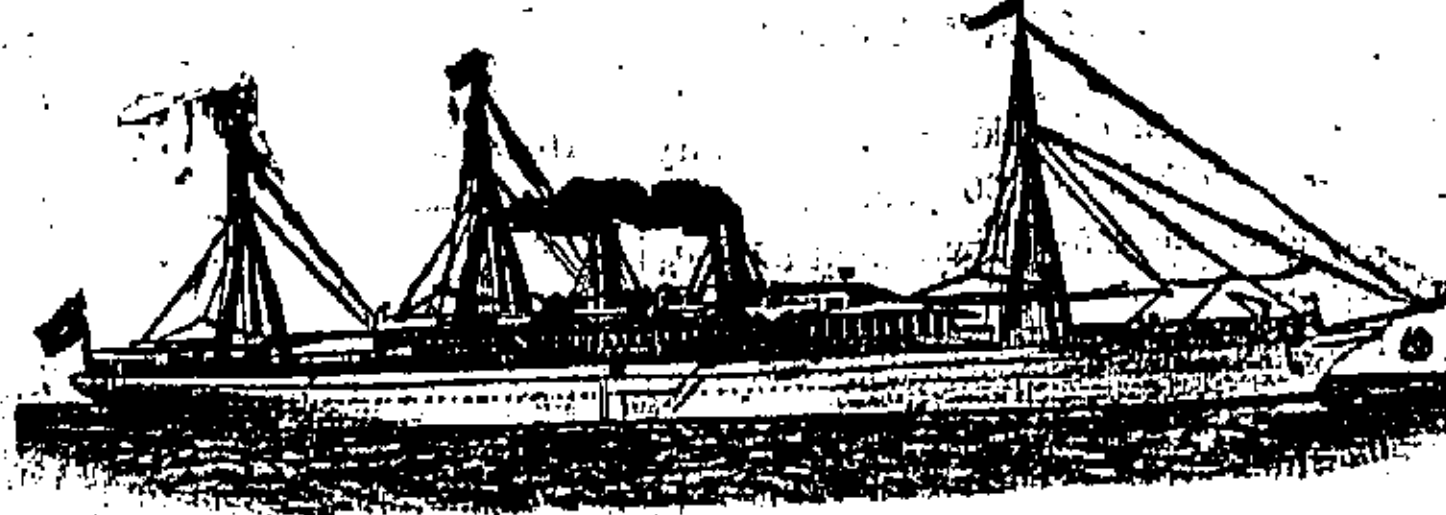
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

PORTS	VESSELS	TO SAIL ON	REMARKS
SHANGHAI	DELHI	November 28	Freight and Passenger.
LONDON, via Suez	MALTA	1st December	Freight and Passenger.
LONDON and ANTWERP	SUMATRA	1st December	Freight and Passenger.
via MARSEILLES	NUBIA	1st December	Freight and Passenger.
SHANGHAI & JAPAN	NUBIA	1st December	Freight and Passenger.

P. & O. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only Line that maintains a Regular Schedule of 11 Days across the Pacific in the "EMPERESS LINE".

11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

Proposed Sailings	Leave Hongkong	Arrive Vancouver
R.M.S. ATHENIAN	3882 Tons	Wednesday, Nov. 28
EMPERESS OF JAPAN	6900 Tons	Thursday, Dec. 6
TARTAR	4425 Tons	Wednesday, Jan. 3
EMPERESS OF CHINA	6900 Tons	Thursday, Jan. 17
EMPERESS OF INDIA	6163 Tons	Wednesday, Jan. 24
EMPERESS OF AUSTRALIA	6900 Tons	Thursday, Feb. 1

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial "EMPERESS" Steamer, and at Montreal with the "EMPERESS" Steamer, being 2 1/2 days from ships, 14,400 tons register. The through transit to Liverpool being 2 1/2 days from ships, 14,400 tons register.

R.M.S. MONTAGUE, TARTAR and ATHENIAN carry INTERMEDIATE passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information Maps, Routes, Handbooks, Rates of Freight and Passages apply to CORNER PRINCE STREET and PRINCE, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	TAMBA MARU, Capt. Butler, Tons 6124	WEDNESDAY, 28th Nov., at Daylight.
	INABA MARU, Capt. W. Bainbridge, Tons 6200	WEDNESDAY, 12th Dec., at Daylight.
	KAMAKURA MARU, Capt. H. Fraser, Tons 6200	WEDNESDAY, 26th Dec., at Daylight.
VICTORIA, B.C., and SEATTLE, WASH., via SHANGHAI, MOI, KOBE & YOKOHAMA.	SHINANO MARU, Capt. K. Kawara, Tons 6400	TUESDAY, 11th Dec., at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	NIKKO MARU, Capt. E. W. Hawell, Tons 6530	FRIDAY, 30th Nov., at Noon.
	KUMANO MARU, Capt. Hunter, Tons 5076	FRIDAY, 28th Dec., at Noon.
BOMBAY, via SINGAPORE AND COLOMBO.	COLOMBO MARU, Capt. Ngao, Tons 4760	TUESDAY, 18th December.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships

MINNESOTA - DAKOTA

25,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG

And SEATTLE, U. S. A.

Sailing Dates Subject to Change.

MINNESOTA, Captain G. F. Austin, 10th THURSDAY, 29th Nov., at Noon.

DAKOTA, Captain E. Franke, 7th MONDAY, 7th JANUARY, 1907.

Direct connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Subsidized State Rooms (all outside rooms), Electric Light, Smoking room, Library, Laundry, Telephone.

Trans-Pacific Cable passengers may travel by rail if desired between ports of Yokohama, Kobe, and Nagasaki, without extra charge.

For convenience of outside cabin passengers, staterooms are furnished with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

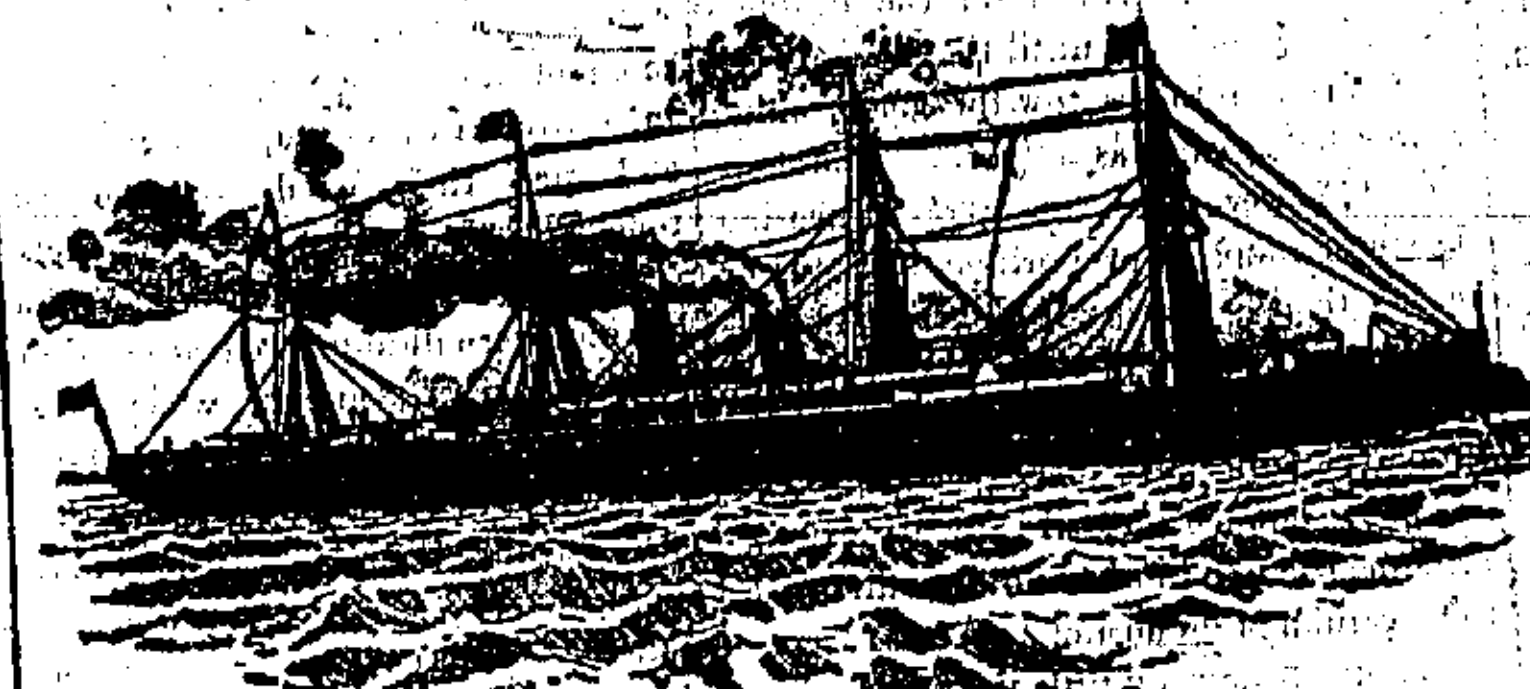
NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

TAKE PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	DATE	TIME
DORIC	9,600 Gross Tons	FRIDAY, 30th Nov., at Noon.
COPTIC	9,600 Gross Tons	SATURDAY, 1st Dec., at Noon.
HONGKONG MARU	11,000 Gross Tons	TUESDAY, 28th Dec., at Noon.
KOREA	18,000 Gross Tons	FRIDAY, 8th Jan., at Noon, 1907.
AMERICA MARU	11,000 Gross Tons	TUESDAY, 15th Jan., at Noon.
SIBERIA	18,000 Gross Tons	TUESDAY, 22nd Jan., at Noon.
CHINA	10,000 Gross Tons	TUESDAY, 29th Jan., at Noon.
MONSIEUR	11,000 Gross Tons	TUESDAY, 5th Feb., at Noon.
NIPPON MARU	11,000 Gross Tons	TUESDAY, 12th Feb., at Noon.

RECORD FAST TRIPS.
Yokohama to San Francisco, 18,000 tons, September 18-27th 1906; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu, 18,000 tons, August 16th-26th, 1906; 4 days, 19 hours.

San Francisco to Yokohama, 18,000 tons, calling at Midway Island and Honolulu, en-route, August 16th-31st, 1906, 15 days, 13 hours.
Yokohama to San Francisco, 18,000 tons, Oct. 19th to 23rd, 1906, 10 days, 10 hours and 29 minutes.

THE O. & O. Steamship DORIC will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 30th November, 1906, at Noon. SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading, issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Company, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, via MOI, KOBE & YOKOHAMA, FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP, TONS, CAPTAIN, TO SAIL ON.

NIOCOMEDIA, 4970, G. MEINER, Dec. 4, at Noon.

ARAGONIA, 5198, ERNET, Dec. 4, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

STEAMSHIP, TONS, CAPTAIN, TO SAIL

SHANGHAI, 29th November, 1906.

SHANGHAI, 30th November, 1906.

SHANGHAI, 1st December, 1906.

MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE

MANILA, 13th December, 1906.

YOKOHAMA and KOBE, 13th December, 1906.

The attention of Passengers is directed to the superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Untrival Table.

A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED JALLOON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon, amply supplied with Electric Light—Perfect Cuisine—Surgeon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship, Tons, Captain, For, Sailing Date.

RUBI, 5540, R. Almond, Amoy and Manila, Friday, Nov. 30, at 5 p.m.

ZAFIRO, 2540, K. Rodger, Manila Direct, Saturday, Dec. 1, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND CANALS.

(With Liberty to Call at MALABAR COAST.)

For further information, apply to

SHEWAN, TOMES & CO., General Agents.

For Freight and further information, apply to

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IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUET, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS, SAILING DATES, 1906.

BUELOW, WEDNESDAY, 5th Dec.

PRINZ REGENT LUPTOLD, WEDNESDAY, 19th Dec.

PRINZ EITEL FRIEDRICH, WEDNESDAY, 2nd Jan.

SEYDLITZ, WEDNESDAY, 30th Jan.

PRINZ HEINRICH, WEDNESDAY, 13th Feb.

GRUBER, WEDNESDAY, 27th Feb.

PRINZ ALICE, WEDNESDAY, 13th Mar.

PRINZ LUDWIG, WEDNESDAY, 27th Mar.

PRINZ REGENT LUPTOLD, WEDNESDAY, 24th April.

ON WEDNESDAY, the 5th day of November, 1906, at Noon, the Steamship BUELOW, Captain FOMES, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port, as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 4th December, and Special will be received on Board until 6 p.m. on TUESDAY, the 4th, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 4th.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Liners can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

To Naples, Genoa and Gibraltar.

To Southampton, London, Bremen and Hamburg.

To New York, via Suez.

To Naples, Genoa or Gibraltar.

To Bremen or Southampton.

In the event of the passenger leaving the Mail Steamer overland, the same rates to Gibraltar and travelling to Bremen or Southampton overland, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR Via INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta, by rail or steamer is, however not included.

INTERUPTION OF THE VOYAGE IN EGYPT.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOF, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS, SAILING DATES, 1906.

PRINZ REGIMUND, 3302 tons, TUESDAY, 11th Dec., 1906.

SANDAKAN, 1795 tons, TUESDAY, 4th Jan., 1907.

MANILA, 1795 tons, TUESDAY, 1st Feb., 1907.

ON TUESDAY, the 11th day of December, at Noon, the STEAMSHIP PRINZ SIGIS-MUND, Captain LEAN, with Males, Passengers, and Cargo, will leave this Port.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Liners can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

To Manila, 1st Class \$30, 2nd Class \$20, return \$50.

To New Guinea, 1st Class \$30, 2nd Class \$20, return \$50.

To Brisbane, 1st Class \$30, 2nd Class \$20, return \$50.

To Sydney, 1st Class \$30, 2nd Class \$20, return \$50.

To Melbourne, 1st Class \$30, 2nd Class \$20, return \$50.

To Yokohama, 1st Class \$30, 2nd Class \$20, return \$50.

To Kobe, 1st Class \$30, 2nd Class \$20, return \$50.

To Yokohama & back from Kobe to Hongkong, 1st Class \$100, 2nd Class \$60.

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG.

To Europe via Australia and America, 1st Class \$90, 2nd Class \$60.

To Europe via Australia and America, 1st Class \$90, 2nd Class \$60.

To Europe via Australia and America, 1st Class \$90, 2nd Class \$60.

To Europe via Australia and America, 1st Class \$90, 2nd Class \$60.

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To Europe via Australia and America, 1st Class \$90, 2nd Class \$60.

Shipping.

FOR SINGAPORE, PENANG AND COLOMBO.

THE Steamship CREATOR, Captain S. H. Wilson, will be despatched for the above Ports on WEDNESDAY, the 28th Inst., at 3 p.m.

For Freight or Passage, apply to D. BASMOON & Co., Ltd., Agents.

Hongkong, November 28, 1906. 2231

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FUOCHOW.

THE Company's Steamship HAIMUN, Captain A. J. Robson, will be despatched for the above Ports on THURSDAY, the 29th Inst., at Daylight.

For Freight or Passage, apply to DOUGLAS, LAIDLAY & Co., General Managers.

Hongkong, November 28, 1906. 2267

H.K. LINE OF STEAMERS.

FOR LONDON.

THE Steamship BENMOHR, Captain W. J. Wilson, will be despatched for the above Port on FRIDAY, the 30th Inst., at Daylight.

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave	Connecting Steamers	Due at	Due at
to	Hongkong	from Colombo to	Marseilles (Brindisi)	London (1 day later)
MAITIA 6000	Dec. 1	HIMALAYA 7000	Dec. 29	Jan. 6
DEVANHA 8000	Dec. 15	MOLDAVIA 10000	Jan. 19	Jan. 26
DELHI 8000	Dec. 29	VICTORIA 10000	Jan. 26	Feb. 2
ARADIA 7000	Jan. 12, 1907	INDIA 8000	Feb. 9	Feb. 16
SIMLA 6000	Jan. 26	MONGOLIA 10000	Feb. 23	Mar. 1
DELTA 8000	Feb. 9	BRITANNIA 7000	Mar. 23	Mar. 29
MAITIA 6000	Feb. 23	MAMORA 10000	Apr. 6	Apr. 13
DEVANHA 8000	Mar. 9	Through to London, via Bombay.	Apr. 20	Apr. 27
Macedonia 10500	Mar. 23	MOLDAVIA 10000	May 4	May 10
DELHI 8000	Apr. 6	HIMALAYA 7000	May 15	May 22
ARADIA 7000	Apr. 20	VICTORIA 10000	May 29	June 5
DELTA 8000	May 4	INDIA 8000	June 16	June 23
MAITIA 6000	May 18			

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
	Hongkong	London
SUMATRA 6000	Dec. 1	Jan. 21
FORMOSA 4500	Dec. 15	Feb. 4
NAMUR 7000	Jan. 1 (1907)	Feb. 18
NORVA 6000	Jan. 15	Mar. 4
BORNEO 5000	Jan. 30	Mar. 18
JAVA 4500	Feb. 13	Apr. 1
NYAN 7000	Feb. 27	Apr. 15
MANILA 7000	Mar. 13	May 1
NILE 7000	Mar. 27	May 13
JAPAN 4500	Apr. 10	May 27
	Apr. 24	June 10

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

* Carries 1st and 2nd Saloon Passengers. * Carries only First Saloon Passengers.

For further particulars, apply to

E. A. HEWETT, Superintendent.

HAMBURG-AMERIKA LINE.

PASSENGER SERVICE.

By the new steamer, 'RHEINHA', 'HAMBURG', 'HOHENSTAUFEN' and the 'SCANDIA'. The steamers are specially built for the tropics and have luxurious passenger accommodation first-class. Cabins Amidsip, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewards are carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be laid to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, (TSINGTAU, CHEFOO AND TIENTSIN VIA SHANGHAI).

HOHENSTAUFEN Capt. Jaeger 2nd December.
SILEZIA Capt. Bahle 2nd January.
SCANDIA Capt. v. Doehren 1st February.

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

RHEINHA Capt. v. Hoff 14th December.
HOHENSTAUFEN Capt. Jaeger 11th January.
SILEZIA Capt. Bahle 8th February.
SCANDIA Capt. v. Doehren 22nd March.
HAMBURG Capt. Filler 6th April.
RHEINHA Capt. v. Hoff 17th May.
HOHENSTAUFEN Capt. Jaeger 14th June.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

HOHENSTAUFEN...FOR SHANGHAI, KOBE & YOKOHAMA... 2nd December.

AMBRIA...FOR SHANGHAI, KOBE & YOKOHAMA... 3rd December.

ALEZIA...FOR SHANGHAI, KOBE & YOKOHAMA... 16th December.

SPEZIA...FOR SHANGHAI, KOBE & YOKOHAMA... 29th December.

NEXT SAILINGS HOMEWARD.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COVENTRY, LONDON, Oporto, Liverpool, Glasgow, Trieste, Genoa, ports in the Adriatic. Also via Aden or Port Said by the Atlantic Express Service to BRINDISI, also via Aden or Port Said by the Atlantic Express Service to BRINDISI, also via Aden or Port Said by the Atlantic Express Service to BRINDISI.

STEAMERS FOR
SITHONIA...HAVRE, ANTWERP & HAMBURG... 3rd December.
RHEINHA...NAPLES, HAVRE, BREMEN & HAMBURG... 14th December.
C. FERD. LAUREN...HAVRE & HAMBURG... 22nd December.
ANDALUSIA...HAVRE, ANTWERP & HAMBURG... 3rd January.
HOHENSTAUFEN...NAPLES, PLYMOUTH, HAVRE, BREMEN & HAMBURG... 11th January.

COAST SERVICE.

DAPHNE...TSINGTAU, NAGASAKI & VLADIVOSTOK... 29th Nov.

For Freight and Passage, apply to HAMBURG-AMERIKA LINE.

T. ARIMA, Manager.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Steamers	Leave	Due at
	Hongkong	Swatow
SHOSHU MARU	Dec. 1	Dec. 1
SHOSHU MARU	Dec. 15	Dec. 15
SHOSHU MARU	Dec. 29	Dec. 29
SHOSHU MARU	Jan. 12, 1907	Jan. 12, 1907
SHOSHU MARU	Jan. 26	Jan. 26
SHOSHU MARU	Feb. 9	Feb. 9
SHOSHU MARU	Feb. 23	Feb. 23
SHOSHU MARU	Mar. 9	Mar. 9
SHOSHU MARU	Mar. 23	Mar. 23
SHOSHU MARU	Apr. 6	Apr. 6
SHOSHU MARU	Apr. 20	Apr. 20
SHOSHU MARU	May 4	May 4
SHOSHU MARU	May 18	May 18
SHOSHU MARU	Jun. 1	Jun. 1

These Steamers have excellent accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidsip. Unparalleled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

OSAKA SHOSEN KAISHA.

THE CHINA MAIL.

THE CHINA MAIL.

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Shipping

PASSENGER SEASON 1907.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

THROUGH STEAMER

FOR

MARSEILLES & LONDON, VIA COLOMBO AND BOMBAY.

THE S.S. 'MACEDONIA.'

10500 TONS, CAPT. C. D. BENNETT, R.N.R.

Will be despatched at Noon on SATURDAY, the 23rd MARCH, and is due in Marseilles on the 20th April and London on the 27th April.

In addition to giving Passengers an opportunity of spending about 24 hours in BOMBAY this vessel will make a fast run to MARSEILLES and LONDON. The voyage from Hongkong to Marseilles should be completed in 28 days and to London in 35 days.

FARES TO MARSEILLES. £61 First and £42

Second Saloon, and to London £85 First and £44 Second Saloon.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, October 4, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE) AND HAMBURG.

HOHENSTAUFEN Capt. Jaeger 2nd December.

SILEZIA Capt. Bahle 2nd January.

SCANDIA Capt. v. Doehren 1st February.

RHEINHA Capt. v. Hoff 14th December.

HOHENSTAUFEN Capt. Jaeger 11th January.

SILEZIA Capt. Bahle 8th February.

SCANDIA Capt. v. Doehren 22nd March.

HAMBURG Capt. Filler 6th April.

RHEINHA Capt. v. Hoff 17th May.

HOHENSTAUFEN Capt. Jaeger 14th June.

T. ARIMA, Manager.

OSAKA SHOSEN KAISHA.

THE CHINA MAIL.

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HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, November 22nd, 1906.

At 100 cents per Dollar, Mexican.

Butcher Meat.

Beef steaks & prime cut—Maj. Kang Pa... lb 20

Corned—Ham Ngan Yak... 20

Roast—Shin... 20

Breast—Nagu Lam... 15

Soup—Tong Yak... 15

Steak—Ngan Yak Pa... 20

Oatmeal—Ngan Lau Shik... 30

Sausages—Ngan Chang... 30

Bullock's Brains—Shew... per set 10

Tongue fresh—Ngan Li... each 50

Corned—Ham Ngan Yak... 20

Heart—Ngan Sam... 15

Hump Salt—Ngan Kin... 20

Feet—Ngan Kerk... each 7

Kidneys—Ngan Yiu... 10

Tail—Ngan Mai... 17

Liver—Ngan Con... 15

Tripe (undressed)—Ngan To... set 1.00

Calves' Head and Feet—Ngan chai-lan-lak... set 1.00

Mutton Chop—Young Fat Kwat... lb 24

Leg—Young Fat... 24

Shoulder—Young Fat... 24

Pigs' Chittlings—Oh chong... 20

Brains—Oh Know... per set 3

Feet—Oh Kerk... 13

Fry—Oh Chak... 12

Head—Oh Tan... 12

Heart—Oh Sam... each 9

Kidneys—Oh Yiu... 8

Liver—Oh Con... 15

Pork Chop—Oh Fat Kwat... 21

Corned—Ham Ngan Yak... 20

Leg—Oh Fat... 22

Fat or Lard—Oh Yau... 16

Sheep's Head and Feet—Young Fat Kerk... set 60

Heart—Young Fat... each 6

Kidneys—Young Fat... 10

Liver—Young Fat... 15

Sucking Pigs—To Order—Oh Chai... 18

Suet, Beef—Sang Ngan Yau... 18

Mutton—Sang Young Yau... 24

Veal—Ngan Chai Yau... 20

Sausages—Ngan Chai Yau Tong... 20

Fowl.

Chicken—Kai Chai... lb 27

Long—Tao Kak... 30

Cappas, Large, Small—Sin Kai... 30

Ducks—Fai... 24

Doves—Fai... 25

Eggs—Fai... 25

Fowls—Fai... 25

Hens—Fai... 25

Geese—Fai... 25

Goose, Wild—Fai... 25

Musk Deer—Wong Keng... 50

Hares—Shanghai... 50

Partridges—Oh Kai... 50

Pheasants—Shan Kai... 50

Pigeons—Canton—Fai... 25

Hollow—Hoi How Pak Kap... 22

Quail—Oh Chong... 13

Rice Birds—Wong Chai... 25

Snipe—Fai... 25

Turkeys—Oh Kai... 50

Wild Ducks—Shanghai—Fai... 25

Teal—Fai... 25

Wild Ducks, Canton—Sang Shing Kai Ap... 25

Fish.

Bachel—Fai... 10

Brass—Fai... 10

Canton Fresh Water Fish—Hoi Sin Yu... 15

Carp—Fai... 10

Codfish—Oh Kai... 10

Gadfish—Oh Kai... 10

Crabs—Fai... 10

Cuttle Fish—Hoi Yu... 10

Dab—Fai... 10

Dace—Fai... 10

Dog Fish—Fai... 10

Eel—Fai... 10

Garoupa—Fai... 10

Gudgeon—Fai... 10

Herring—Fai... 10

Halibut—Fai... 10

Lobster—Fai... 10

Lobster—Fai... 10

Mackerel—Fai... 10

Monk Fish—Fai... 10

Mullet—Fai... 10

Oysters—Fai... 10

Parsnips—Fai... 10

Parsnips—Fai... 10

Parsnips—Fai... 10

